

Appl. No. 10/635,090
Amdt. dated December 21, 2005
Reply to Office action of October 5, 2005

Amendments to the Drawings

The attached sheet 11 of drawings figures includes changes to Figs. 14a and 14b. This sheet, which includes Figs. 14a and 14b, replaces the original sheet 11 including these drawing figures.

Attachment: Replacement Sheet

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REMARKS/ARGUMENTS

Claims 1-26 are currently pending in this application. In this Office action response, claims 1, 6, 9, 10, 15, 18, 20, and 23 have been amended. Claims 3-5, and 19 have been canceled. Claims 2, 7, 8, 11-14, 16, 17, and 21, 22, and 24-26 have not been amended, and no new claims have been added.

In his office action, the Examiner rejected Applicant's claims 1-4, 15 and 18 under 35 USC 102(b) as being anticipated by the Bowman United States patent 3,912,139. The Examiner indicated, however, that Applicant's claims 5-14, 16, 17, and 19-26 would be allowable if rewritten in the appropriate independent form. Applicant's claim 1 now represents his claim 5 so rewritten, and his claim 18 now represents his claim 19 rewritten in independent form. Allowance of these claims is therefore requested. Claims 3-5 and claim 19 have been canceled as noted above. Applicant's claims 2, and 6-17, which depend from his independent claim 1, and his claims 20-26, which depend from his independent claim 18 have been appropriately amended and these claims, too, should now be allowed.

With respect to the teachings of the Bowman reference, Applicant his use of a T-bolt slot and a quick release mechanism provides a superior performance to the Bowman device which teaches only use of a worm gear for adjustability. Further, Applicant's quick release mechanism does not have to be reset each time his carrier is installed in a truck bed, as the Bowman device must be. Further, Bowman does not appear to teach or suggest a clamping mechanism which allows adjustability to accommodate different width tires. Applicant's cam lever clamping device does provide this crucial feature that helps insure stability of the article installed on the carrier during transport. In kit form, Applicant's carrier appears to be much easier to handle and takes up less storage space than does the Bowman devise.

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Next, the Examiner requested new drawings for Figs. 14a and 14b. Attached hereto is a new sheet 11 of drawing figures including Figs. 14a and 14b. Acceptance of these drawings is requested.

Based upon the foregoing, allowance of claims 1, 2, 6-18, and 20-26 is requested.

Respectfully submitted.

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